

Airstrip

TO: SVRA Board of Directors
FROM: John Daulton Chairman, Long Range Planning Committee
SUBJECT: Minutes of the Airstrip Study Group
DATE: 30 May 2006

Since we are meeting with the LVI people concerning their request to lease the airstrip, the Long Range Planning committee asked that the following meeting notes from the Airstrip Study Group be forwarded on to the SVRA Board of Directors;

1. Meeting took place on 30 May 2006, and included John Daulton (Chair), and pilots Doug Henry, Gib Oswald and Larry Light. Goal was to look at short, medium and long range plans as it related to the airstrip and surrounding buffer of common SVRA property. The question that led to the meeting was a proposal from Leisure Valley, Inc. (LVI) to lease the runway so that they could use it for their development (to include a tunnel underneath the strip), and justify making improvements to the runway.
2. Consensus was reached that there was no long-range future as a municipal airport for the town of Star Valley Ranch due to existing and future encroachment, location of culinary water wells, existing access issues, Hardman Canal easement, etc. Additionally, there was consensus that leasing the actual airstrip and parking aprons/turning areas to LVI in exchange for their making timely improvements to the runway/apron surface was in SVRA's best interest, assuming unfettered access for association membership who needed to use the runway. LVI would also assume liability insurance coverage.
3. It should be noted that the land surrounding the runway would remain under the control of SVRA to prevent the area from becoming an airpark with taxiway access to LVI lots on either side of the runway. Under this construct, the annual lease would be for a minimal value, as LVI would be assuming a relatively large runway improvement and maintenance bill. If LVI desired to lease all of the airport property with the idea to develop an airpark housing project, then the annual lease value would be significant.

Meeting ended at 10:30 am

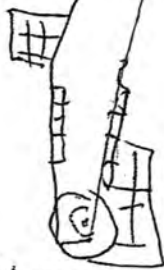
STAR VALLEY RANCH ASSOCIATION RUNWAY LEASING QUESTIONS

1. What are the actual dimensions of our property?
2. Who owns the adjacent land, and how large is that property?
3. What are the existing access points and what are planned?
4. What is the maximum size of airplane planning to use the runway?
 - a. Size matters for length, width and thickness of runway.
 - b. Surface of runway and over-run length.
 - c. Ramp space and thickness.
5. Amenities:
 - a. Will fuel be provided? Truck or stationary pumps?
 - b. Radio frequency?
 - c. Radio controlled runway lights?
 - d. Secure tie down cleats?
 - e. Controller, weather, maps, etc.?
6. Considerations:
 - a. Taxiways are needed on sides of runway if housing is to be located along the sides to prevent planes from taxiing on a live runway (also, using taxiways will require all homes to be set back from the runway).
 - b. Second party or sub-leases.
 - i. Drag racing?
 - ii. Instructor pilot and students?
 - iii. Fueling?
 - iv. Food?
 - v. Accommodations?
 - vi. Rental vehicles?
 - vii. Other concessions?
7. Runway construction and maintenance
 - a. Who will construct and to what standards?
 - b. Who will maintain the runway and other "airport" facilities?
8. Lease Agreement
 - a. Why is a leasing arrangement beneficial to the lessee?
 - b. If the lessee plans on making money from the lease to pay for the construction of the runway, how long before they propose to have recouped the construction costs?
 - c. How much is proposed for yearly maintenance? What is the source of these annual funds?
 - d. Will users of the runway pay any fees for use or for ramp parking, and if so, how will these funds be collected and for what purpose?
9. What are the advantages to SVR Association and members?
 - a. Better runway
 - b. Better ramp
 - c. May increase secondary funds; i.e., higher use of golf courses.
 - d. Increased revenue to General Fund from lease agreement
 - e. Emergency services – "Flight for Life," fire prevention staging area, etc.

Options

- ① Give away keep access for owner
- ② Offer LVI - 25 yr lease - they ~~maintain~~ improve, taxes maintain + insure airstrip - allow SVR access.
[What happens if/when LVI turns over their ownership to the LVI residents?]

- ③ SVR improves/maintains + costs, then charges fees to LVI or aircraft/owners
- allow tunneling

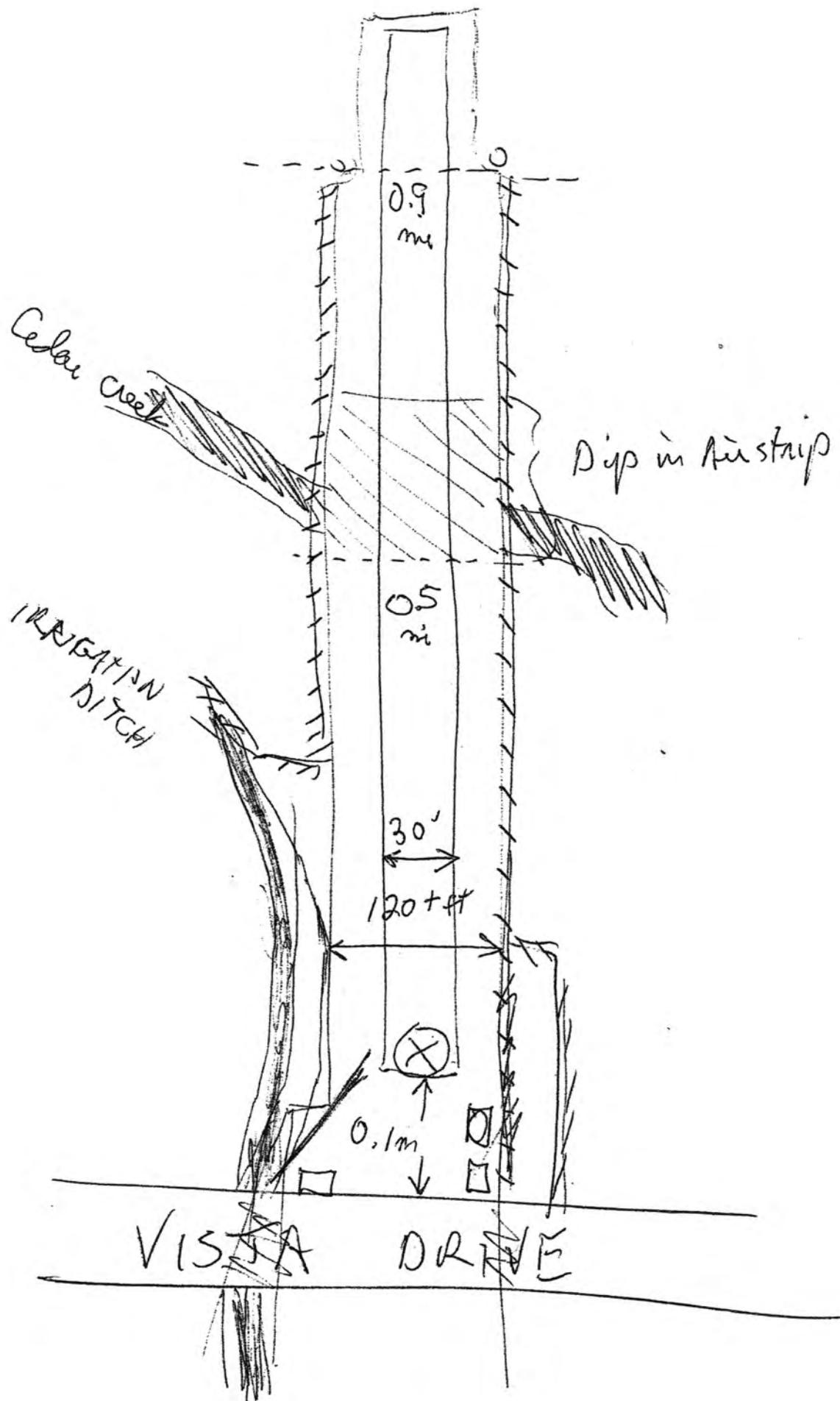


- ④ SVR keep 150x500 w/o any restrictions
- LVI gets the runway

- ⑤ SVR keep 380' x 500' (see drawing) = 4.03ac w/o restriction (protects our wells), give rest to LVI w/SVR resident access at some rate as LVI residents.
[Eliminate MOA references]

- ⑥ Keep it, maintain it, charge users.
(What does MOA say about fees?)

500'	}	Δ 150x350 = 26,250 Δ 400x100 = 20,000 \square 400x260 = 104,000 \square 100x255 = 25,500 <hr style="width: 100%;"/> 43,560 = 175,750 4.03ac
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10. What are disadvantages to SVR Association and members?
- a. More runway use could increase noise level
 - b. More flights could increase the danger of crashes and fires.
 - c. Possible "visual" problems associated with new houses along runway if they are allowed to build aircraft hangers. SVR Association may need to consider architectural restrictions as to size, height and building materials as part of the lease agreement.
 - d. Greater vehicle use of our roads for those using the facility.
 - e. BE CAREFUL of too long a leasing period. Values increase as do expenses. BE CAREFUL of a cash deal, consider percentage.
 - f. What liabilities (insurance-wise) does SVR Association incur? What if a plane crashes into one of our houses or municipal structures?
 - g. How many SVR owners actually benefit from the improved runway?
 - h. What environmental or EPA considerations are there for such things as buried fuel tanks?

Alternatives:

- A. Do nothing. If it's not a sweet deal, sit on it!
- B. Sell the land to the Town of SVR and let them run it as a municipal airport.
- C. The Town of SVR will someday need space for a Town Hall, police, fire station, post office, library, etc. SVR may even want land available for a clinic or gym/health spa, RV storage, shooting range, and school. What of light retail; i.e.; groceries, hardware, landscaping? [Check with Town as to its long range needs prior to ANY deal.]
- D. Sell/trade land to LVI and improve water situation.
 - a. TRADE acre for acre land owned by LVI on BOTH sides of Vista Drive at the entrance to SVR for the future uses outlined in "B" above.
 - b. Recoup lost water rights listed in MOA with LVI for 6 one inch water lines to pasture lands (now proposed as a new golf course).
 - c. Have a MOA that allows SVR owners to use the runway and facilities on the same basis as any LVI owner.
 - d. SELL the rest of the land at a rate commensurate with its true value as a runway (no other long stretch of flat land unobstructed by power lines or roads is available near by) or as residential. Not at raw pasture land rates.

Air Strip land swap Ideas
Chuck Hewins (LRPC), John Daulton (Rec committee)

1. Obtain assessment for Airstrip Land
 - (this was done a few years ago and information could be in the files)
2. Obtain assessments for property we would like below;
 - (perhaps this could be done inexpensively via sympathetic realtors)
3. We should consider the Airstrip property in 3 parts;
 - a) The Apron area of the Airstrip **RECOMMENDED ACTION- SVRA retain-** (valuable commercial property).
 - b) 2,000 ft. buffer zone **RECOMMENDED ACTION- SVRA retain-** (Allowing LVI use of this area for access to their Phase 1 properties would be a good negotiation point for the association.)
 - c) 3,000 ft landing area **RECOMMENDED ACTION- Sell, trade or Lease to LVI-** (This would be plenty of landing.space.)
4. We should only offer LVI the runway area and access to their lots in the buffer zone.
5. The List of properties we (LRPC and Recreation committees) think SVRA would want:
 - Plat 4/ Lot 7- Neighborhood park use, lot does have sewer and water connection. Plus this would provide access to LVI Buffer area west of Plat 4/5.
 - Long term 10 ft. easement of LVI property adjoining the Hardman ditch for paths/trails.
 - Permission to use the LVI "road" that runs from Hardman road by the BLM property to the south end of airstrip for that would eventually be the southern portion of a Vista drive, Hardman ditch, Muddy string road bike-walking path.
 - A lot around the BLM property – RV Storage use and future Golf Maintenance area. (The Golf maintenance area Lot 1 and next to it Lot 2 are potential High-end residential lots or we might want to use this property in the future for an expansion of the Barn/Silo area, so any property from LVI that we could use to move the Golf maintenance operation would be very desirable.
 - Property that we could use for future rental housing for GM, Golf superintendent, i.e., 1-2 units in their condo development, or, revenue producing property- something we could sell.
 - In any event, we would want to maintain landing rights for SVRA members.
6. **What we recommend that we do NOT want;**
 1. A simple lease where LVI takes over the Airstrip and "Saves" us the cost of maintenance and insurance.
 2. We question the value of the LVI lot 11/16 next to the Green River Storage Tank, the layout and location is questionable.

If LRPC or the Recreation committee can assist with any research in this matter, please let us know.

SVRA AIRSTRIP PARKING APRON

Vista Drive

